

NMRA MID-CENTRAL REGION, DIVISION 9

Up The Holler

VOLUME 1, ISSUE 3

GREG FOSTER'S OHIO VALLEY SWITCHING DISTRICT



Scratch Build a
C&O Appliance Boxcar
Decoder Installation:
P2K With Golden LEDs

Up The Holler

The Coal Division's Official Newsletter

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Comments from the Head of the Holler

By Lin Young, Superintendent

In the last issue, I talked about the Mid Central Region Convention and the National Convention. The Mid Central Region Convention was held in Louisville during the month of April. It was all I expected and then some. The National Convention will be held in Detroit in mid July. It's not too late to register and there are still rooms available at the hotel convention center. I have already registered and signed up for the Operations Special Interest Group sessions on Monday, Tuesday, and Thursday. I'm certain it will be an experience to remember.

Bob Weinheimer, our Assistant Superintendent, keeps charging toward his Master Model Railroader certificate. He just competed and submitted the requirements for Master Car Builder. I expect him to be our Division's next MMR by spring '08, if not sooner. Bob is more than willing to help with advice and assistance toward the Achievement Program.

We have several upcoming events this summer; please check the Division web site for the date, time and place. The next meeting will be held at my place on July 21 where we will operate the Grafton &

Greenbrier.

At previous meetings, we have discussed finding modelers in the Lewisburg, Ronceverte, and Beckley areas. I've been told there are several nice railroads in those areas. If you know any of these people, please extend an invitation to our meetings - or better yet, host a meeting. We have a strong core group of members but we are always looking for new prospects. Although we are small in number, we have the highest attendance percentage of any division in our region. Our vision is to increase membership so that we are a division recognized for coming back to life with vigor.

See you on July 21st and bring a guest!

Up The Holler is the quarterly newsletter for the NMRA Mid-Central Region, Division 9. Copies are free to Division 9 Members. If you would like to receive your copy of Up The Holler electronically, please email the division clerk at clerk@coaldivision.org. Receiving your newsletter electronically not only helps control our mailing cost, it also enables you to view all pictures in full color. If you would like to receive a high resolution electronic copy to print on your own, please email the editor. Be aware the file can run between 5-15 megabytes in size and would not be recommended for dialup internet service.

Up The Holler is in need of articles to fill our pages. If you have a topic or layout you would like featured in our newsletter, please contact us at editor@coaldivision.org. We can assist with editing and photographs.

Help support the cost of our newsletter. Register your railroad today with a pike ad in Up The Holler. Cost is \$10 per year. To have a pike ad created, contact the editor for further details.

COAL DIVISION NEWS AND EVENTS

Assistant Superintendant Report

article by Bob Weinheimer

We have had a busy couple of months. April 27 through 29 we were the guests of the C. P. Huntington Model Railroad Club at their show in Dunbar, WV. We had a well located table in a high traffic area that allowed us to show off the NMRA and Division 9 to a large number of people. Unfortunately, the weather was perfect and attendance was not what it might have been. In spite of that, it appears we may have picked up a couple of new members during the weekend. I want to thank Jerry Doyle, Greg McCartney, Jim Heilmann, Bill Wadsworth, and Lin Young for their assistance in staffing the table.

Sunday June 3rd we were the guests of Division 10 and Ray and Renee Grosser at the Grosser's home near Eubank, KY. Jerry Doyle, Jim Trivett, Ed Keith, Jim Heilmann, Bill Wadsworth, and I made the trip. We were treated to a tasty pot luck lunch then two wonderful layouts. The main layout is HO scale and resides in its own building. It is a modular layout depicting Wisconsin and Minnesota, the home states of Renee and Ray. This layout traveled to shows for many years but now stays put. The key features of the layout are the many beautiful scratch built structures and absolutely stunning scenery. Renee has created several vi-

gnettes from her home town including the house in which she grew up. The other layout is O scale and sits in an open air barn. This layout is very much under construction but is still a thing of beauty.

We will be hosting Division 10 for a Division 9 layout tour Sunday July 15. As this is being written on June 8, Lin's G&G and my PS are the only layouts on the tour. If you would like to open your layout, please let me know as soon as possible so we can work out the logistics. I would expect the number of visitors to be a dozen or so.

Our web site, www.coaldivision.org, continues to see a steady stream of visitors. During the period March 1 to June 7 there was a total of 2305 pages viewed by visitors. The home page was visited 544 times and the schedule page was visited 171 times. The last newsletter has been looked at 140 times. Almost all views of the newsletter have been of the low resolution version, very few visitors look at the high resolution version. Layout photos continues to be a popular page. I really need to make it worth visiting. The last of the most popular pages was the About Us page with 108 hits. There are, of course, many more pages and documents on the site. A surprising number of folks, a dozen or more, seem

to read every set of meeting minutes. Our visitors still seem to come from a direct entry of the web address into their browser or the use of favorites or bookmarks. We do get a fair number of hits from links on other NMRA and MCR web sites. We are linked to just about every MCR division. We even get a few hits from entering "coal division" into Google. The first thing that comes up is our site, ahead of various other entities with those words in their names. If you have any photos of your layout that you would like to have posted on the web site, please let me know. Slides and prints can be digitized easily enough so don't let that slow you down.

Monthly Contests

January, Caboose

February, Diesel Locomotives

March, Freight Cars

April, Passenger Cars

May, Steam Locomotives

June, Online Structures

July, Offline Structures

August, Traction

September, Photographs

October, Open Loads

November, Non-revenue

December, Modeler's Choice

Monthly Meeting Schedule

- July 21st, 2007 2pm - General Meeting at the home of Lin Young, Gallipolis, OH
Clinic: Operating the Grafton and Greenbrier Railroad. Trains will start running at noon.
- August 11th, 2007 2pm— General Meeting at WV Hobby and Craft, Teays Valley, WV
Clinic: Rock Casting by Shelby Young
- September 8th, 2007— General Meeting at the home of Mark Maynard, Portsmouth, OH
Clinic: Switch Machine by Mark Maynard. More information to follow.
- October 13th, 2007— General Meeting at WV Hobby and Craft, Teays Valley WV
Clinic: Planning Process for the Denver Pacific by Jim Rollwage

Events Around Our Division

- July 22nd - 28th - NMRA National Convention, Detroit, MI
- August 25th -26th - Depot Days 2007 sponsored by the White Oak Chapter, National Railway Historical Society, at the Lewis Community Center, Central Avenue, Oak Hill, WV. Hours are 10 AM to 4 PM. Saturday and 1 PM to 4 PM Sunday. For more information, call Anthony Cole at 304-741-7537.

THE DISPLAY TRACK

OUR MONTHLY CONTEST WINNERS



April 2007

Above: Mark Maynard upgraded this Athearn Baggage car to represent a tool car in his NW Wreck train.
Photo by Jerry Doyle

Below: Ed Kieth, MMR, scratch-built this Western Maryland class M-2 Baldwin 4-6-6-4. The WM had twelve such locomotives numbered 1201 through 1212 and were built between 1940 and 1941.
Photo by Jerry Doyle



MAY 2007



Scratch Building an Appliance Boxcar

article and photographs by Bob Weinheimer

I photographed the prototype for this car in 1983 outside the General Electric Appliance Park manufacturing facility in Louisville, KY. At first glance one might think this car was designed to carry auto parts. One of our local modelers happened to be a traffic manager for GE. He told me this car was designed to carry refrigerators and freezers stacked two high, hence the need for the tall car. Nothing close was commercially available so it was necessary to kitbash or scratch build the car. One approach might have been to take an 86 foot auto parts car, shorten it and add ribs. It would also need new doors. I took a different approach. My first attempt, in the early 1980s, was to kitbash this car from two Athearn rib sided high cube ugly duckling 40' cars.

Above: C&O 488111 was captured at the General Electric Appliance Park in Louisville, KY in 1983.

Those kits also had something close to the correct door. That car ran on the layout for many years and many Pennsylvania Southern operators commented on it. I thought I would upgrade the model for Achievement Program purposes but discovered it had too many ribs and was several feet short. It also had an underframe that would have yielded zero points for prototype conformity. My current plan is to upgrade the car for my home road Pennsylvania Southern. Ah, the advantages of a freelance railroad! It will still find its way into the Achievement Program as a detailed car.

One photograph of a car is a good start toward scratch building but it can leave many questions. I was able to obtain drawings and more photos of this series of cars from Al Kresse and Jim Kincaid. That information was all I needed to get moving on scratch building this car. It

turns out this car was part of a small series of cars built for the C&O and B&O by Pullman Standard in 1971. The car I am modeling was originally delivered in a C&O scheme. Only later did it receive the Chessie paint job.

The model starts as a block of wood. An article about scratch building a Southern tobacco car (*Model Railroading*, February, 2003) took this approach. In my case, I glued together two poplar 2x2s then ran them through a radial arm saw to cut out a piece of wood for the car body. The key is to cut the block a bit small to allow for the sides to be laminated to the body.

With the block of wood cut, construction can now begin. I started by building the ends of the car. From the photographs, it is clear that the end is some sort of corrugated shape. The end is built starting with a sheet of 0.030 inch polystyrene sheet. The corrugation is simulated by alternat-

Right: The first attempt to model the car was done in the mid 1980s using two Athearn Ugly Duckling 40' high cube boxcar kits.

ing pieces of 0.040 x 0.060 strips and 0.080 diameter rod. The effect is the appearance of half round corrugations. The use of the strips assures even spacing. The ladders on the ends are made from 0.020 x 0.040 strips and 0.030" half round. The ends were then glued to the block.

The sides were done next. Sheet polystyrene 0.030" thick was cut to length. The drawings allowed the side sill to be included in this single piece. An additional thickness of 0.010 polystyrene was added to the side sill. Another strip of 0.010" was added just above the sill to simulate what I guess must be the edge of the floor of the car. Next, 0.030 x 0.040 strips were glued across the top of the side except where the door sits. Ribes were made with strips of 0.010 x 0.060 with 0.020 x 0.040 strips glued on top to simulate the shape of the prototype ribs.

The doors were next. The doors were built as separate items from 0.030 sheet and strip stock. 0.030 x 0.080 strips form the left and right side with 0.156 x 0.030 strips forming the top and bottom. The

Below: This more recent effort is a scratch built model developed from photographs and freight car equipment diagrams.



smaller separators across the door are 0.040 x 0.030 strips. The corrugations were achieved by using 0.030" half round strips evenly spaced through each segment of the door. This was somewhat laborious but the effect is worth the effort. Realizing the proper spacing of these corrugations was the hardest part of building this car. I finally found a piece of wire approximately 0.020" in diameter that served as a spacer. I put the wire against the large rib then applied the half round piece. The wire was then moved to the other side of the half round and another piece added. This was done until all the half round pieces in each section were in place. The bottom of the door overlaps

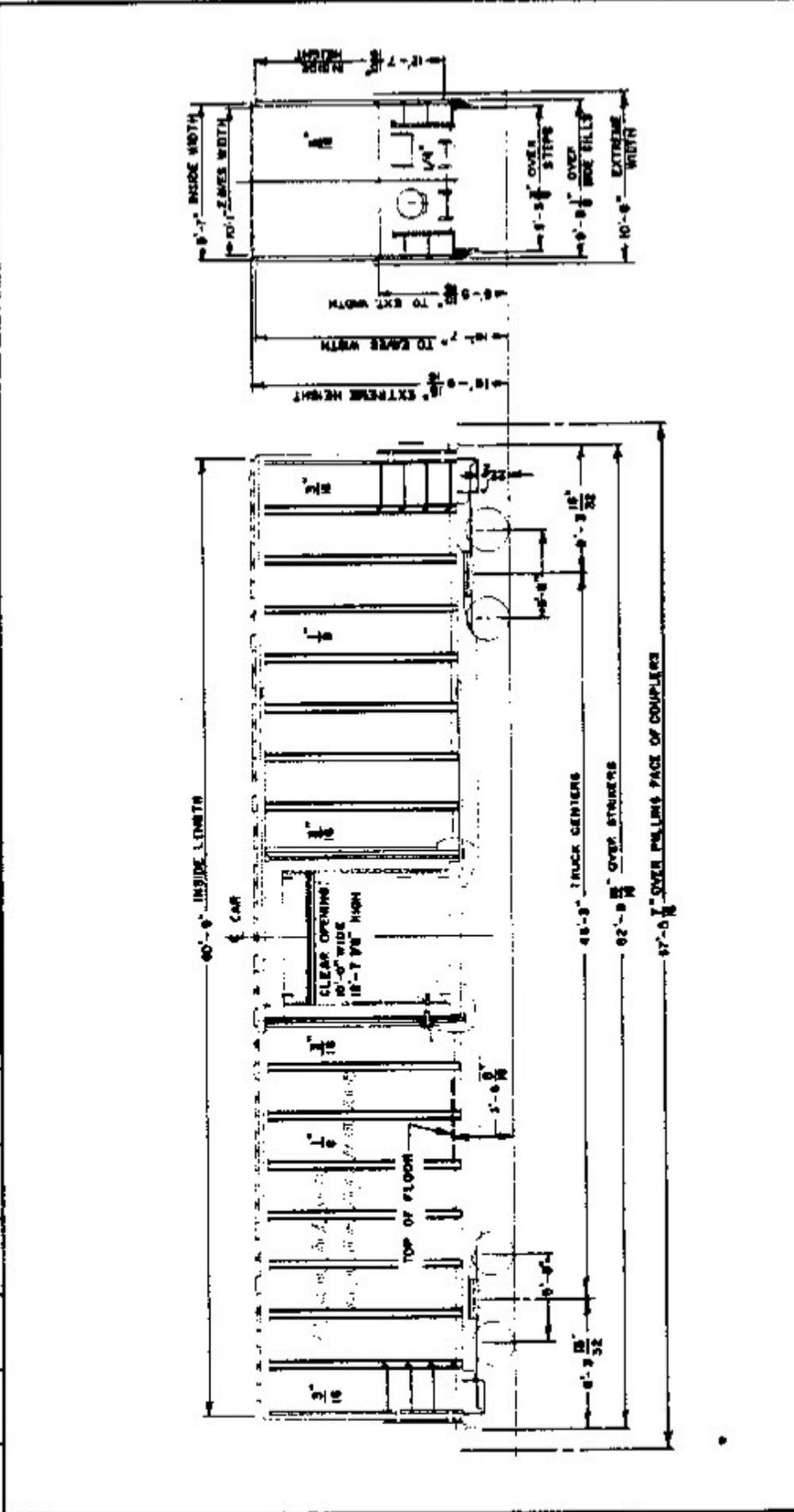
the extra strip of plastic at floor level. This means that the rest of the door must be shimmed out from the car side to remain plumb. This was done with strips of 0.010" thick strips. The door was installed and door tracks of 0.030 x 0.040 at the top and 0.040 x 0.060 at the bottom were installed. Tack strips were glued to the door. The ladder rungs on the sides are 0.030" half round glued over the ribs. The steps are 0.025" wire. Holes were drilled into the wood block and the wire steps were held in place with ACC.

Next came the roof. There is a noticeable but small gap between the roof edge and the top of the car side on the prototype. This was matched by gluing a piece of

(text continued on page 11)



MECHANICAL DEPARTMENT		RR	SERIES	CLASS
Chessie System		B80	488000 - 488103	B-104
		C80	488104 - 488116	B-104
DISTRIBUTION BY VA		DATE 3-16-71		
REVISION DATES				
4-9-71				
4-10-71				
3-2-71				
8-16-71				



GENERAL DATA	CAR BODY DATA	TRUCK DATA	MISCELLANEOUS
BUILT BY - PALLAN STANDARD	BRKES - ASD CONVENTIONAL	TYPE - BARRER 3-2-C	MILROD JOINTS - MOVABLE ENLHEADS
YEAR BUILT - 1971	BRAKE ARRANGEMENT -	GENERAL DIMS - 184 - 4 - 385	488000 - 488104 EQUIPCO "AM CURSOR
CUBIC CAPY - 7868	CENTER SILL - 41.8 LB. 2-SECTION	JOURNAL - 8" X 14" R.R.	488000 - 488116 STAIRS "AIR PAC
AVERAGE LD. LMT - 80000	COUPLER - 8-EGG - NTK B	SPRING TRAVEL - 3 1/4"	NOTE - 1
AVERAGE LT. WT - 80000 (EST)	DRAFT BEAR - NOTE - 1	WHEELS - 33" DIA. R.R.V.A.	FRONT/REAR/STEER END - OF - CAR CURSORING -
MATERIAL REFERENCE - LOTS 9038 & 8038-A	DOOR - 10 BUNDLE W. DRWG - TOWNSTOWN	WEIGHT ONE TRUCK -	18 TRAVEL
PALROAD SPEC -	DOOR ARRANGEMENT - 121 - 11 - 420	BRAKE SHOES - 2" COMPOSITION	
GENERAL ARRANGEMENT DIMS - 8.5 M 0.42 - 800-A	END - COMB. STEEL 5/8" TOP, 1/4" BOT.		NOTE - 2
CLEARANCE - EXCEEDS PLATE "C"	FLOOR - 1/4" TW. - TEN PL. RT		IF INCHES CHANGED 100 - 10M
CURVATURE UNCOUPLED - 160 FT.	HAND BRAKE - A-MAX 14800 W/88 B.C.		USE LOW PROFILE SIDE FRAMES.
CENTER OF GRAVITY - LIGHT - 62.84	LINING - 2" MIN - 1/2" 14.3.3		
	UNDERFRAME - NOTE - 1		
	LOADED - 85.63		



Greg Foster's Ohio Valley Switching District

article and photographs by Greg McCartney

Welcome to Greg Foster's HO Ohio Valley Switching District. The Ohio Valley Switching District (OVSD) is a fictional railroad serving the Ohio valley in Kentucky and features many online industries as well as an industrial branch. Industries vary widely and typical traffic consists of grain, cement, merchandise, chemicals and coal. Greg has narrowed down his modeling time frame to represent the late 70s and has begun to refine his rolling stock roster to reflect the era. The primary carrier represented is the C&O during the Chessie System era, but L&N and N&W are frequent visitors as well.

Construction

This is Greg's second rendition of the OVSD. He decided to redesign the layout to reflect only a small segment of the line with the modeled portion representing approximately a mile of main line track. Construction began in April of 2006 and

continues to date. The railroad occupies a 15' x 19' room in his basement with stub end staging in an adjacent room. Construction techniques include open grid L-girder style bench work with a combination of homasote and pink foam sub road bed. Track is Atlas code 83 which has been weathered. Greg has adopted the new North American style Peco number 5 as his standard turnout, with the exception of a few curved Walthers Shinohara turnouts in select locations. The layout is DCC controlled utilizing the Digitrax Super Empire Builder system. Track work is still in progress with the main line about 85% complete. Scenery is about 40% complete with most of the main structures in place. Greg is currently waiting for supplies to build the Purina feed mill. A mock up of the structure occupies its space at the time. Future plans call for a coal car to barge transloading facility on the section to be built.

Operation

Greg has always expressed an interest in operations, which is the center of his focus on the new layout. He hopes to begin operations once the layout is complete. Greg is considering using car-cards to control car movements, but has also expressed interested in switch lists as well. Once the layout is operational, there should be enough work to keep 3 crews busy as well as a forth person working in the staging area building new trains.

Greg is always interested in help working on his railroad. If you live in the area and would like to help out, send all correspondences to the editor@coaldivision.org. Messages will be forwarded to Greg and he can reply directly.

Above: Extra 7426 leads a westbound manifest into Riverside Yard. They will make a setout here and pickup any westbound traffic that the morning local has assembled.

Right: Extra 4821 east has just finished its work at City Yard and is accelerating out of town. Next stop is Riverside Yard.



Left: Adam's Cement Distributor is one of the larger customers on the Riverside Industrial Track. It receives several loaded cement hoppers a day.



Below: Looking west into Riverside yard. This yard serves as a staging area for shifters serving the Riverside Industrial Track which can be seen in the foreground.



Layout at a Glance

Size: 19x15

Scale: HO

Minimum Radius: 24"

Minimum Turnout: #5 Peco

Rail Size: Code 83

Control: Digitrax Super
Empire Builder



Above: L&N 5038 eases a cut of FGE reefers out of Sehon-Stevenson Grocers' warehouse on the Riverside Industrial Branch.



Left: The Purina Company's feed mill is the largest account on the Riverside Industrial Track. Several inbound loaded grain hoppers are spotted here daily.

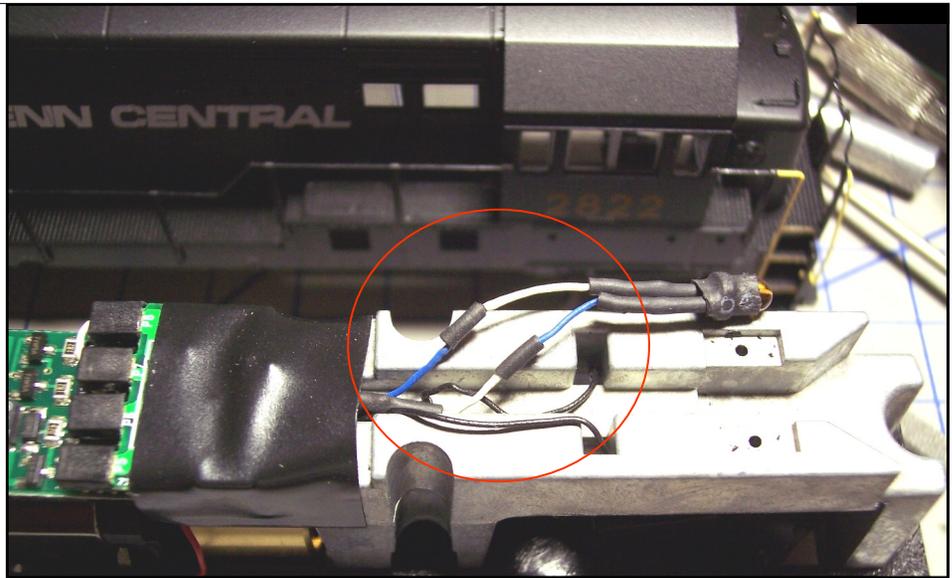
Right: Metger Transfer employees go about their daily routine loading and unloading merchandise at the freight house adjacent to City Yard.



DCC Update: Proto 2000 Locomotives With Golden LED Head Lights

article and photograph Greg McCartney

By now, most model railroaders who use DCC have experienced installing a decoder in a Life-Like Proto 2000 locomotive. The Life-Like Proto 2000 series locomotives were well known for the need to replace the 1.5 volt head light bulbs before installing a decoder. For some time now, the Proto 2000 line has been using golden white light emitting diodes (LEDs) in their new locomotive releases to simulate head lights. Like their low voltage light bulb counter parts, LEDs require special consideration when installing decoders. Most decoders supply track voltage to their function outputs - usually 14 to 16 volts for HO depending on command station settings. Because of the LED's very low voltage rating, a resistor must be installed in-line to protect it from burnout. I used an NCE P2K-SR decoder for my installations. Instructions with the decoders recommended using a 1000 ohm $\frac{1}{4}$ watt resistor wired in series with the LED. This provided good results with the front head light, but problems were found



Above: This picture illustrates the reversing of the wire leads to the LED. Note that blue is the color the NMRA designates as common for all functions. Not visible is a 1000 Ohm resistor installed in-line with the white wire from the NMRA 8 pin plug.

with the rear light. Apparently to provide directional lighting with their constant lighting board, Proto 2000 had to reverse the rear LED connections to provide proper polarity. Once a decoder is installed, the LED as wired will be backwards and need to be changed for proper operation. This will lead to inconsistencies in the wire color code specified by

the NMRA. This condition was found in both the Proto 2000 U28B issued by Life Like and the Proto 2000 RS27 issued by Walthers. Both units lacked documentation describing necessary steps to install a DCC decoder. Proto 2000 continues to not be as DCC ready as they claim to be.

(text continued from page 6)

0.010" sheet to the top of the wood block but not extending over the plastic car sides. Another piece, this time of 0.030" sheet, was glued on top of that. This top piece does extend to the outside edge of the car. The ribs on the roof are $\frac{3}{64}$ " tee. The panels are 0.010 x 0.250 strips.

The underside is 0.010" sheet. The center sill is two pieces of $\frac{1}{8}$ " zee. The bolsters are built of 0.080 x 0.156 and 0.030 x 0.156. The longitudinal stringers are 0.010 x 0.060 strips. The cross pieces are 0.030 x 0.080" strips. The coupler pockets are Walthers as are the trucks. The brake parts are from Details West. The parts, plus some small diameter steel wire, made the brake system.

The roof of the car was painted with Floquil Old Silver. The sides, ends, and underframe were painted with Scalecoat II C&O Blue. The white area at the top of the ends was painted with Model Master flat white. The car was lettered

with Champ set HB-400 for 86' boxcars. This was the only source I could find for the large Chessie logo. Next the car was sprayed with Floquil Flat Finish. Light weathering was applied.

This car contains approximately 350 pieces cut from polystyrene sheet, strips, and shapes. The only commercial parts are the trucks, couplers, brake parts, paint, decals, and coupler pockets. All of those parts except perhaps the special coupler pockets are excluded when counting commercial parts. That means that two of the 350+ parts on the car were not scratch built. Accordingly, it qualifies as scratch built for NMRA Achievement Program purposes.

I would like to close by noting that this is the first car I completely scratch built. I have kitbashed a number of the cars on the Pennsylvania Southern but never before have I gone to these lengths to make a car I wanted. Now that I have

done it, it does not seem as difficult as I had imagined. To me, the key was to divide the car into a number of manageable pieces such as ends, doors, sides, roof, and underframe. No single sub piece was all that difficult. In the end, I have a model of a car that few others have. Between the time I finished that car and this writing, I have also scratch built a Southern tobacco car and two Trailer Train 60' flat cars. Don't let scratch building intimidate you, just take it a small step at a time. My next challenge will be scratch building structures!

**NMRA MID-CENTRAL
REGION, DIVISION 9**

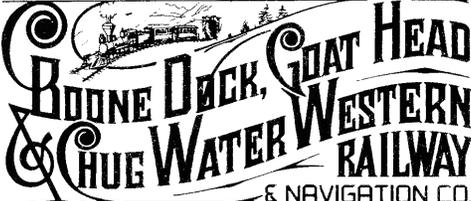
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We are looking for articles for our newsletter. If you have a model railroad or modeling project you would like featured in our newsletter, please contact Greg McCartney at editor@coaldivision.org.

Please help keep our newsletter costs down and elect to receive your newsletter electronically. Benefits include all pictures in color. Please see our web site at www.coaldivision.org for details.



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President
Chesapeake, OH



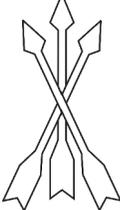
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